COUNTY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS	SCH NUMBER
DIR-2025-3311-SPPC-HCA / Specific Plan Project Compliance	
LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2025-3312-CE
PROJECT TITLE	COUNCIL DISTRICT
3935 North Glenalbyn Drive	1 - Hernandez

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.

3935 North Glenalbyn Drive

PROJECT DESCRIPTION: ☐ Additional page(s) attached.

The construction, use, and maintenance of a new 2,294 square foot, single-family dwelling including a 561 square foot attached garage, on a 4,738.70 square foot vacant lot that is within the Mount Washington-Glassell Park Specific Plan area. Per the Tree Report prepared by James Komen, Consulting Arborist (WE-9909B) on April 30, 2025, there are 13 trees onsite, of which eight (8) are Protected Trees/Shrubs and zero (0) are Significant Trees. The project is proposing to remove four (4) Protected Trees and three (3) non-Protected Trees. 16 Replacement Trees will be planted on a 4:1 ratio for the removal of the four (4) Protected Trees.

NAME OF APPLICANT / OWNER:

Poorva Garg

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
	(323)629-3569

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **Section 15303, Class 3**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

The project is exempt because it involves the development of [up to three single family homes or 6 multi-family units]. None of the exceptions to the Categorical Exemption Under CEQA Guidelines Section 15300.2 applies to the proposed project. (a) Location: Although the project is located within a hillside area it is not located within the Santa Monica Mountains Zone, as analyzed on ZIMAS on September 24, 2025, the subject site does not contain an officially mapped environmental resource of hazardous or critical concern. (b) Cumulative Impact: Per ZIMAS, the LADBS Haul Route Status Table, and Navigate LA, there are no concurrent approved or pending projects or haul routes within the same place of the project site. The proposed Project will not result in significant cumulative impacts from successive projects of the same type in the same place. (c) Significant Effect: The project will not have a significant effect on the environment due to unusual circumstances. Some adjacent lots are developed with single-family dwellings, and the subject site is of similar size and slope to nearby properties. The project site is located in a typical urbanized area of the Northeast Los Angeles Community Plan, and the project would be consistent with the designated zoning and would adhere to all requirements of the LAMC, with the approval of the Specific Plan Project Compliance. The project is not unusual for the vicinity of the site and is similar in scope to other existing residential uses in the area. Furthermore, there is not a reasonable possibility that the project would have a significant effect on the environment due to unusual circumstances. The project site is located in the Very High Fire Hazard Severity Zone and will comply with the specific requirements for landscaping and brush clearance. (d) Scenic Highways: The project is not in the vicinity of a state scenic highway and will not damage scenic resources in a state scenic highway. (e) Hazardous Waste Sites: The project site is not on a list compiled pursuant to Government Code Section 65962.5 related to hazardous waste sites. (f) Historical Resources: Per ZIMAS, SurveyLA, and/or Historic Places LA, the project site is not identified or eligible as a historical resource. The project will not cause a substantial adverse change in the significance of a historical resource.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Andrea Magaña Withers	Planning Assistant

ENTITLEMENTS APPROVED
Specific Plan Project Compliance

DISTRIBUTION: County Clerk, Agency Record
Rev. 6-22-2025

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

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JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2025-3312-CE

The Planning Department has determined that the California Environmental Quality Act (CEQA) of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15303, Class 3 *(New construction up to three single family homes or 6 multi-family units)*. This project is located at 3935 North Glenalbyn Drive.

Project Description

The proposed project includes the construction, use, and maintenance of a new 2,294-square foot, single-family dwelling including a 561 square foot attached garage, on a 4,738.70 square foot vacant lot that is within the Mount Washington-Glassell Park Specific Plan area.

Exceptions Narrative for Categorical Exemption

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Class 15303 and 15332: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The site is zoned R1-1-HCR and has a General Plan Land Use Designation of Low Residential. While the subject site is located within a Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, Special Grading Area (BOE Basic Grid Map A-13372), a Landslide area and is located 2.52 kilometers from the Upper Elysian Park Fault, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of “sensitive” locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include requirements to conform with the California Building Code and the City’s Landform Grading. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Thus, the location of the project will not result in a significant impact based on its location.

With regard to potential cumulative impacts during the construction phase of the project, there may be active construction activity in the vicinity of where the subject property is located at the same time that the project undergoes construction. However, Regulatory Compliance Measures will help ensure that cumulative impacts related to construction activity are addressed. The subject project submitted a Construction Traffic Management Plan for review by the City’s Department of Transportation (LADOT), pursuant to the LADOT’s Hillside Development Construction Traffic Management Guidelines released on June 16, 2020. These guidelines state the purpose of a Construction Traffic Management Plan is to address transportation concerns specific to hillside communities, including narrow streets, limited emergency access, and location in a Very High Fire Severity Zone. The proposed project will be subject to the conditions detailed

in the Project's Construction Traffic Management Plan, included in the case file, which was reviewed and stamped-approved by LADOT on February 26, 2025. The conditions imposed address any potential cumulative effects of various projects of the same type in the same area. Therefore, the subject project will have no cumulative impact on the City's circulation system.

The subject site is in a Very High Fire Hazard Severity Zone (VHFHSZ). This does not support an unusual circumstance as the City has thousands of similar developments of the same size and scale in VHFHSZ. Additionally, the existing regulatory compliance measures will ensure there is no potential for an impact. Such areas are subject to existing emergency plans and regulations that govern development in fire hazards areas:

- Adopted emergency response plans and emergency evacuation plans applicable to the City of Los Angeles, include the City of Los Angeles Emergency Operations Plan and the Los Angeles County Operational Area Emergency Response Plan (OAERP). The OAERP defines responsibilities and provides guidance to agencies and jurisdictions within the County Operational Area on how to interface with the Operational Area Coordinator during emergencies and disasters.[1] The City's Emergency Operations Plan and Annexes identify roles, responsibilities and required actions for various City departments, particularly LAFD and the LAPD. In addition to their emergency response plans, both the City and County also designate Disaster Routes, which are freeway, highway or arterial routes pre-identified for use during emergencies. Disaster routes are not the same as evacuation routes. The Evacuation Annex of the City's Emergency Operation Plan provides that "[p]rimary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County."[2] Disaster routes are used to bring emergency personnel, equipment, and supplies to impacted areas, while evacuation routes are used to move an affected population out of an impacted area. The closest County-designated primary (i.e. freeway) Disaster Route to the project site is State Route 110.[3]

- Fire, Building, and Zoning Code. Properties in VHFHSZs must comply with the requirements of Fire Code Section 57.322, which requires brush clearance within 200 feet of any structure. LAFD performs microenvironment weather analysis to check for irregular weather patterns and changes, which alerts LAFD to conditions such as windy days combined with low humidity. LAFD uses a Burning Index[4] to determine when to call a Red Flag Day.[5] A Red Flag Day is when the potential for a fast-moving brush fire is extremely high, when wind speeds are 25 mph or more and the humidity is 15 percent or less. On those days, illegally parked cars in VHFHSZ areas may be towed if their presence would prevent roadway access needed by LAFD. LAFD also has a significant air response ready to deploy, including water-dropping helicopters, and the mission of LAFD Air Operations includes brush fire suppression.[6] LAFD also has access to additional helicopters, fixed-wing aircraft, bulldozers, and fire engines through mutual aid agreements with the state, County, and other cities in the region. In addition to attacking wildfires from the sky, LAFD also has ground resources such as fire engines and trucks.

Chapter 33 of the City's Fire Code provides requirements designed to reduce risk of fire ignition during construction. These include, but are not limited to, prohibition of smoking except in areas

[1] OAERP, p. 20
[2] Los Angeles Base Emergency Operations Plan 2023, October 2020 Evacuation Functional Support Annex p. 17
[3] https://pw.lacounty.gov/dsg/disasterroutes/map/Los%20Angeles%20Central%20Area.pdf
[4] A Burning Index is a number used by the National Oceanic and Atmospheric Administration to describe the potential amount of effort needed to contain a single fire in a particular fuel type within a rating area
[5] LAFD, https://ers.lafd.org/redflag/, accessed March 4, 2025
[6] LAFD, https://www.lafd.org/about/special-operations/air-operations, accessed March 4, 2025.

approved by the LAFD, refueling of equipment in appropriate locations, preparation of a fire prevention program, and designation of fire watch personnel during occurrence of hazardous construction activities. The Fire Code (LAMC Section 57.4906.5.2) also requires the management of hazardous vegetation and fuel, as well as maintenance of defensible space in wildland-urban interface areas. The Fire Code also includes regulations that address building materials and construction methods for construction in VHFHSZs, that are intended to reduce exterior wildfire exposure

As mentioned, the project proposes the construction, use, and maintenance of a new 2,294-square foot, single-family dwelling including a 561 square foot attached garage, on a 4,738.70 square foot vacant lot, in an area zoned and designated for such development. All adjacent lots are vacant or developed with single-family dwellings, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 0.50:1 or 2,294 square feet on a site that is permitted to have a maximum FAR of 0.50:1 or 2,294.35 square feet. The project proposes a building height of 44 feet 5/8th inch, which is not unusual for the vicinity of the subject site and is similar in scope to other existing low residential in the area.

As identified in the Biological Resources Report dated February 20, 2025, by Marcus C. England, the project will have no impact on any species or riparian habitats identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations; federally protected wetlands; and the movement of any native resident or migratory fish or wildlife species. While the site is previously undisturbed, it is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. Therefore, the subject project will have no cumulative biological impact to the project site and its surroundings.

Prior to any work on the adjacent public right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161-62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. As identified in the Tree Report prepared by James Komen, Consulting Arborist (WE-9909B) on April 30, 2025, there are eight (8) Protected Trees and zero (0) Significant Trees on site. Four (4) Protected Trees and three (3) non-Protected Trees are proposed for removal as part of the project. There are no street trees. 16 trees will be planted on a 4:1 ratio for the four (4) Protected Trees being removed. This Tree Report was reviewed by the Urban Forestry Division on April 30, 2025. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The proposed project is located approximately 30 miles west from Topanga State Park. Therefore, the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not

result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

The project will be subject to RCMs, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.